



# **UNDER CONSTRUCTION:**

# A Resilient Bay Area

34<sup>th</sup>
Annual Report to Congress

March 2013



## METROPOLITAN TRANSPORTATION COMMISSION

Published by the Legislation and Public Affairs Section

Joseph P. Bort MetroCenter 101 Eighth Street Oakland, California 94607-4700 510.817.5700 tel 510.817.5848 fax 510.817.5769 tty/tdd

info@mtc.ca.gov email www.mtc.ca.gov web

# San Francisco Bay Area Road and Transit Network



# **Table of Contents**

# **Federal Transportation Policy**

MAP-21: Modest Progress in Tough Times	4
Fix-it-First: Achieving a State of Good Repair	6
Paying the Bill: A New Type of Gas Tax for the 21st Century	8
Moving Ahead	
Bay Area Transit Projects Secure Sizable Federal Funding Commitment	12
High-Speed Rail Moves Down the Track	14
Seeding the Next Generation of Transit Projects	16
Bay Area Update	
Plan Bay Area: The Region's First Sustainable Communities Strategy	18
A Community Celebration Planned for New Bay Bridge East Span Opening	22
Clipper® Goes Mainstream	24
The Bay Area's 511: Saving Time and Removing Uncertainty 24/7	25
About Us	
Bay Area Partnership Roster	26
Metropolitan Transportation Commission Roster	27
Acknowledgments	28

# MAP-21: **Modest Progress in Tough Times**

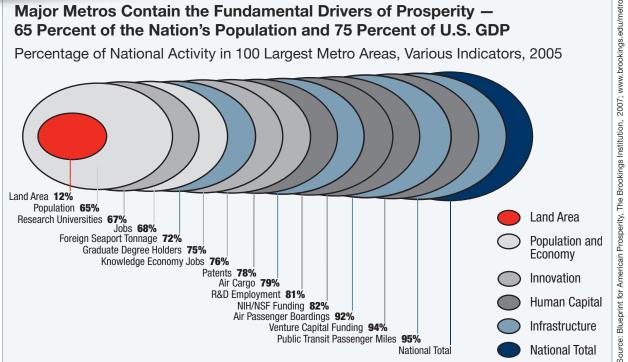
## A MAP-21 Report Card MAP-21 **MTC Reauthorization Goal** 1. Set national goals Consolidate programs 3. Prioritize state of good repair Eliminate earmarks Streamline project delivery 0 Make performance count Establish and fund a national freight program Restore solvency of the **Highway Trust Fund** 9. Increase federal funding to address national need 10. Prioritize metropolitan mobility

The 112th Congress found rare common ground in the need to maintain funding for the nation's transportation system. In June 2012, Congress enacted Moving Ahead for Progress in the 21st Century (MAP-21), providing a needed overhaul of the nation's surface transportation program.

The Metropolitan Transportation Commission (MTC) supports MAP-21's establishment of national goals, consolidation of programs and emphasis on state of good repair. However, there is much that the bill left incomplete, especially with respect to funding. We urge Congress to take up the issue of infrastructure funding at every available opportunity as it grapples with the nation's fiscal challenges this year.

## **Congress Should Place Greater Emphasis on Metro Mobility**

Metropolitan regions are the economic engines of our nation, generating the majority of economic output in 47 out of 50 states, according to the Brookings Institute. Metro areas with a population over one million



## New State Law Changes MTC's Governing Board

from 13 different public transit providers in the mayor. Bay Area.

MAP-21 includes a provision requiring that met- MTC's board changed recently with the passage ropolitan planning organizations (MPOs) include of Assembly Bill 57 (Beall), effective January representation by providers of public transporta- 2013, which added two new seats, providing tion within their jurisdiction. The current member- direct representation for the cities of Oakland ship of MTC already includes board members and San Jose, with appointments made by the

contribute 75 percent of the nation's wealth, as measured by gross domestic product. Yet, rather than investing more funds in metro mobility, MAP-21 shifts funds away from the most populated parts of the nation.

Specifically, the share of Surface Transportation Program (STP) funds distributed by population was cut by 20 percent, and funding for the Congestion Mitigation & Air Quality (CMAQ) program was reduced by 11 percent relative to fiscal year 2011. These changes reduce the Bay Area's STP/CMAQ funding by about \$19 million per year — a major setback.

## **National Freight Program Needs New Sources of Dedicated Revenue**

While MAP-21 deserves praise for establishing a National Freight Policy and requiring development of the first National Freight Strategic Plan, it provides no new revenue mechanism to support goods movement. MTC remains convinced that a successful federal goods movement program requires a new funding source to support the new investment, such as a dedicated user fee like a customs charge or container fee.



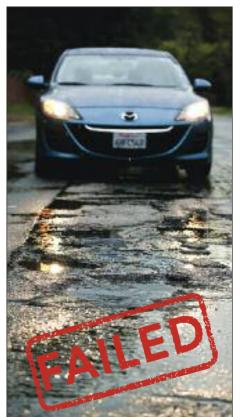
The Port of Oakland is the nation's fourth-busiest container seaport and a critical California export port.

# Fix-it-First: Achieving a State of Good Repair

"Tonight, I propose a "Fix-it-First" program to put people to work as soon as possible on our most urgent repairs, like the nearly 70,000 structurally deficient bridges across the country."

— President Barack Obama State of the Union Address, February 12, 2013





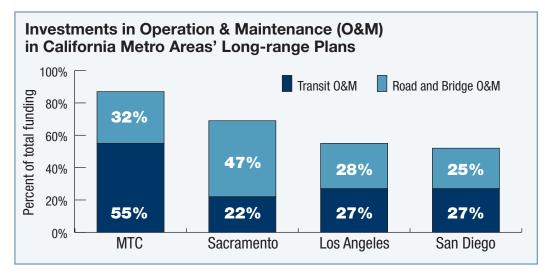
About one-third of the 42,500 local road miles in the Bay Area have pavement that is classified as "at risk," "poor" or "failed."

MTC is grateful for the spotlight President Obama is casting on our nation's infrastructure needs, and for his call to prioritize preservation over expansion, something MTC has championed for more than a decade. We have explored what it would take to restore our transportation system to a state of good repair. The shortfalls are daunting, and serve as a powerful call-to-action for our commission and Bay Area elected officials at every level of government to address the growing crisis.

Unfortunately, the Administration's proposal does not specify a new funding source for the proposed \$50 billion investment, suggesting it would result in further deficit spending. In lieu of reliance upon the general fund, MTC supports increasing user fees to create a sustainable funding source that will resolve the mismatch between authorized annual funding levels in MAP-21 and the funds available in the Highway Trust Fund. After years of deferred maintenance, repairing our transportation infrastructure requires enactment of a new source of user-fee revenue that will sustain higher funding levels over the long run.

Approximately 87 percent of Plan Bay Area funds are invested in operating and maintaining the existing transportation system, compared to roughly 50 percent in other California regions, as shown at right. There are a number of reasons for this:

The Bay Area has long placed priority on taking care of our existing assets.



Source: Based on latest adopted regional transportation plans and MTC's draft Plan Bay Area

- The Bay Area has some of the oldest transportation systems in the Western U.S.
- Our region's heavy reliance on rail and ferry transit services results in higher costs than less capital-intensive bus systems.

MAP-21's new transit asset management requirements have focused federal attention on the issue of system preservation. However, even with Plan Bay Area's aggressive fix-it-first policy, the condition of the Bay Area's transportation infrastructure will continue to deteriorate without a sizable increase in funding.

## **Growing Pains**

Even as the region grapples with maintenance shortfalls, it faces pressure to expand to meet future demand. BART now provides about 390,000 rides each weekday, an increase of 6 percent over the prior year compared to a forecast of less than 2 percent. Crowded trains are forcing BART to consider how to keep up with demand. BART recently reported that to meet growth in demand without compromising service it will need to bump its order of new trains by 225 — at a cost of roughly \$800 million — and increase the capacity of its busiest stations, Embarcadero and Montgomery, in downtown San Francisco. The region's strategy of funneling more growth near existing transit nodes will bring even more new riders to our major urban systems than ever before (see pages 18-21).



On a given weekday, 1.4 million trips are taken on public transit in the Bay Area, helping to curb traffic congestion and reduce greenhouse gas emissions and other pollutants.

# Paying the Bill: A New Type of Gas Tax for the 21st Century

When it comes to the Highway Trust Fund (HTF), we are running on empty. Despite recommendations from a series of congressional and presidential commissions, as well as strong support from the U.S. Chamber of Commerce, resistance to raising fuel excise taxes is long-standing, bipartisan and persistent, whether fuel prices are high or low and whether the economy is booming or suffering a downturn. We need a new approach.

# Fuel Sales Taxes Outpace Excise Taxes

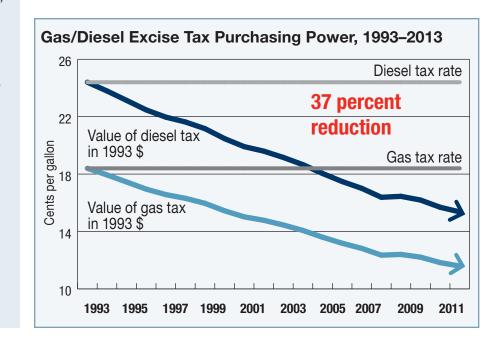
Evidence that a sales tax is a better approach can be found in California, Georgia and Virginia.

- In California, from 2004 to 2009, annual revenues from the state's 5 percent sales tax on gasoline increased by 60 percent while revenues from its 18-cents-per-gallon excise tax dropped by 7 percent.
- In Georgia, from 2004 to 2009, annual revenues from sales tax on fuels increased by 78 percent, while excise tax revenue was virtually unchanged.
- In Virginia, lawmakers approved a new plan in February 2013 that, among other provisions, replaces the 17.5 centsper-gallon tax on gasoline which had not been changed since 1987 with a new 3.5 percent wholesale tax on motor fuels.

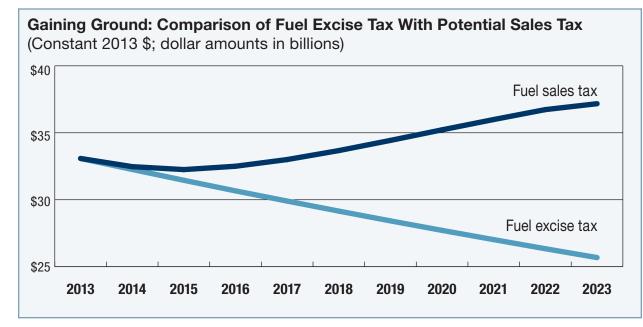
### **Sales Tax Conversion**

Instead of relying on a flat tax that loses value over time due to inflation, MTC recommends converting the existing per-gallon excise taxes into sales taxes on fuel, initially on a revenue-neutral basis. This approach has a track record of working in a number of states. In order to generate equivalent revenue to the current fuel excise taxes, the sales tax rate on gasoline would need to be set around 5.5 percent, based on a national average price of \$3.54 per gallon (at the time this report was finalized). For diesel fuel, with a national average price of \$4.02 per gallon, the sales tax rate would need to be set at about 7 percent.

In contrast to an excise tax which represents a dwindling revenue source, a sales tax can provide a growing revenue source with increases in fuel price



that outpace inflation. As shown below, while the revenue generated by an excise tax and sales tax could be structured to be roughly the same in 2013, by 2023 the sales tax would generate approximately \$11 billion more per year.



Note: Forecast based on Energy Information Administration's "Annual Energy Outlook, 2013"

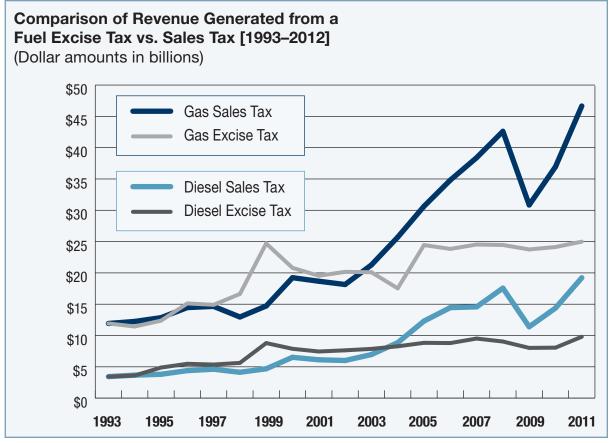
The federal excise taxes on gasoline and diesel fuel are responsible for about 90 percent of the revenue deposited in the HTF, the dedicated funding source for the federal highway and transit programs. The current rates of 18.4 cents per gallon on gasoline and 24.4 cents per gallon on diesel fuel have not been adjusted by Congress since 1993. Since then, these user fees have lost almost 40 percent of their purchasing power due to inflation and greater fuel efficiency, as shown opposite.

As a result, HTF revenues from the excise tax on gasoline and diesel fuels generate about \$10 billion less than authorized highway and transit funding under MAP-21. This mismatch between revenue and expenses has been made up by transfers from the General Fund totaling about \$50 billion over the past 5 years.

This revenue-neutral approach meets three critical tests:

- It does not raise taxes.
- It does not worsen the federal deficit.
- It closes the funding gap in the growing federal surface transportation program.

`



Source: Federal Highway Administration, Office of Highway Policy Information

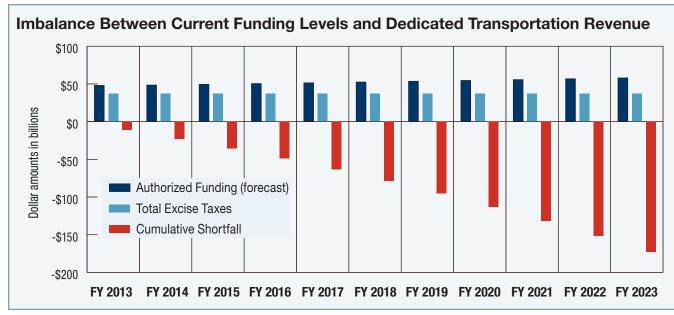
Over the 20-year period since the last gas tax increase, the HTF could have received an additional \$111 billion if a sales tax had replaced the excise taxes on gasoline and diesel fuel.

## Addressing Fuel Price Volatility

Because the price of fuel can vary, Congress could establish a floor and a ceiling for the amount of funds to flow into the HTF. Amounts between the floor and ceiling could function similarly to revenue-aligned budget authority (RABA) for transportation projects under current law.

- A floor would be the authorized highway and transit funding levels, and would be guaranteed by limited infusions from the General Fund if necessary.
- A ceiling would establish an upper limit on the amount of revenue deposited in the HTF in case of dramatic escalations in the price of fuel. Amounts in excess of the ceiling would spill over into the General Fund to reduce the federal deficit.
- Accordingly, the General Fund would cover the downside price risk for the HTF, but would benefit from any revenue generated above the ceiling.

Like all policy proposals, the idea of replacing fuel excise taxes with a sales tax on fuel has both advantages and disadvantages. In this case, the former clearly outnumber the latter.



Note: Assumes authorized funding grows by 2 percent annually above MAP-21 authorized levels in FY 2014. Excise taxes includes all excise taxes currently deposited in the HTF.

## **Advantages**

- The principal advantage is that a sales tax is self-indexing and has the potential to end divisive debates on a needed baseline level of infrastructure funding that does not erode over time due to inflation.
- Unlike the gas tax, a sales tax can be expected to provide a revenue stream that will grow over time as a result of rising fuel prices.
- The existing federal excise taxes have low collection costs and low rates of evasion because they are imposed on relatively few taxpayers early in the fuel supply chain.
   A sales tax on fuel could be imposed in the same way to hold down collection costs.
- In the event that fuel prices dropped dramatically resulting in revenues below the predetermined "floor" level and requiring support by the General Fund, such funds could be readily repaid to the General Fund when fuel prices rebound.

By shifting from a per-gallon tax to a sales tax on fuel, Congress can raise revenue while also maintaining the user-fee principle that has characterized federal transportation funding for generations.

## Disadvantages

- Fuel prices are highly variable in the short term, resulting in greater volatility in the revenue stream as compared to the gas tax. The "floor" and "ceiling" mechanism described at left can moderate these revenue swings.
- Like the gas tax, revenue generated by a fuel sales tax is dependent on the amount of fuel purchased and would be negatively affected by improvements to fuel economy and reductions in driving — both of which are positive outcomes from an environmental and quality-of-life standpoint.

# Bay Area Transit Projects Secure Sizable Federal Funding Commitment

The Bay Area continued its successful partnership with the Federal Transit Administration (FTA) in 2013, receiving two Full Funding Grant Agreements to provide a combined total of \$2 billion in federal New Starts funds for the first phase of BART Silicon Valley and for the Central Subway project in San Francisco. For fiscal years 2013 and 2014, MTC urges Congress to support the President's budget request for these New Starts projects as well as the region's primary Small Starts candidates — the Van Ness Avenue Bus Rapid Transit (BRT) and the East Bay BRT projects.

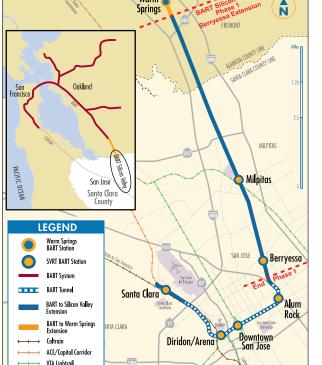
Project Funding Plans (Dollar amounts in millions)				
_	Local	State	Federal	Total
BART Silicon Valley	\$1,179	\$251	\$900	\$2,330
San Francisco Central Subway	\$124	\$471	\$983	\$1,578
Van Ness BRT	\$30	\$2	\$93	\$125
East Bay BRT	\$56	\$44	\$78	\$178

## **BART Silicon Valley**

MTC urges Congress to appropriate \$150 million in both fiscal year 2013 and fiscal year 2014 New Starts funding to extend BART to Berryessa, the first phase of BART to Silicon Valley.

The project, which will support the

regional economy, enhance regional connectivity, alleviate traffic congestion, and accommodate future travel demand, secured commitment of \$900 million in federal New Starts funds in March 2012. According to the Santa Clara Valley Transportation Authority (VTA), construction of the Berryessa extension will create approximately 18,000 jobs.



The 10-mile BART extension will link Bay Area residents to major Silicon Valley employers.



The Berryessa extension is already under construction, with service anticipated to begin in 2018.

# San Francisco Transit Improvements Central Subway Project

San Francisco's Central Subway project also secured a Full Funding Grant Agreement (FFGA) in 2012, with a commitment of \$942 million in New Starts funding toward the \$1.6 billion project. MTC urges Congress to appropriate New Starts funds consistent with the FFGA, including \$150 million in both fiscal year 2013 and fiscal year 2014.

The under-construction project is now building an underground "launch box" and preparing to start excavation. The final major contract for construction of three subway stations (at Moscone Center, Union Square/Market Street, and Chinatown) and track and systems integration will be awarded in late spring 2013.

### **Van Ness Avenue BRT**

MTC also strongly supports the Van Ness Avenue BRT project, which will accelerate bus service along one of San Francisco's primary north-south thoroughfares, cutting travel time by 33 percent and improving reliability by 50 percent. The environmental phase of the project is anticipated to finish in spring of 2013 with a Record of Decision from the FTA anticipated later this year. Construction is scheduled to begin in 2016 with service beginning in 2018.

MTC supports San Francisco Municipal Transportation Agency's Small Starts request of \$10 million in fiscal year 2013 and \$20 million in fiscal year 2014.

## Closing the Funding Loop for East Bay BRT

MTC supports AC Transit's 9.5-mile BRT project, and future appropriations of \$28 million to fulfill the final increment of FTA Small Starts funding. The project will improve the speed and reliability of transit service — five minutes headway during peak weekday periods — in one of the densest and most transit-dependent areas in the region. The planned improvements include rail-like bus stations, dedicated bus lanes, new traffic signals and signal priority, street lighting, landscaped medians, crosswalk improvements and new buses. The final environmental impact report was approved in June 2012.



The Central Subway project will bring riders directly into Union Square, as shown in the rendering above.



The Van Ness Avenue BRT will run parallel to several San Francisco landmarks, including City Hall and the War Memorial Opera House.



AC Transit's BRT project will enhance bus reliability and speed of service in the cities of Oakland and San Leandro.

# **High-Speed Rail Moves Down the Track**



"If you believe that California will continue to grow, as I do, and that millions more people will be living in our state, [high-speed rail] is a wise investment. Building new runways and expanding our airports and highways is the only alternative. That is not cheaper and will face even more political opposition."

— Governor Jerry Brown State of the State Address, Jan. 18, 2013

2012 was a watershed year for high-speed rail in California, culminating with the State Legislature's appropriation of \$4.7 billion in state bonds for the project. This appropriation provides \$2.6 billion for construction of the first segment of high-speed rail in the Central Valley, plus \$1.9 billion to improve local rail projects across the state, including the following Bay Area investments:

- \$600 million towards electrification of the Caltrain system in the Bay Area
- \$145 million to lengthen the BART Millbrae station track and replace BART cars
- \$61 million for connecting service on the San Francisco Central Subway
- \$42 million for Caltrain to develop an advanced signaling system, now required by federal regulations

	Construction Target		Target		
Phase I	Project Cost	Start Date	End Date	Environmental Status	Lead Agency
Electrification and Rolling Stock (Electric Multiple Units)	\$1,225	2015	2019	Underway	Caltrain
Positive Train Control (Procurement and Installation)	\$231	Under Construction	2019	NEPA/CEQA cleared	Caltrain
TOTAL	\$1,456				



The "initial operating section" of high-speed rail in the Central Valley will begin construction in 2013.

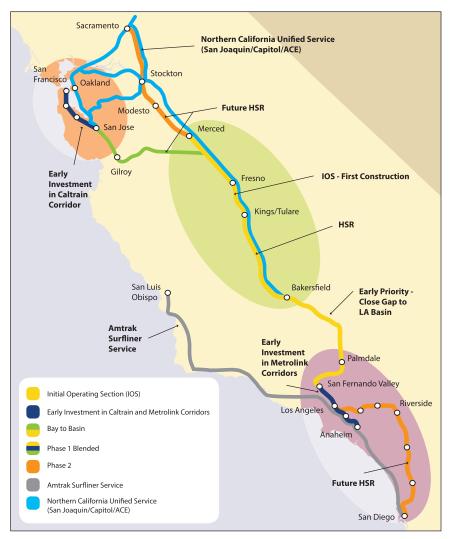
## Project Will Deliver Huge Short- and Long-Term Economic Benefits

California's high-speed rail system will invigorate the state's economy in both the short- and the long-term. According to the California High-Speed Rail Authority, the project will create:

- 20,000 jobs per year for the next five years in construction of the initial segment,
- 66,000 jobs annually for 15 years connecting San Francisco to Los Angeles, and
- 2,900 permanent jobs to operate the system once the Phase 1 Blended System is complete.

In addition to these direct benefits, the initial \$2.6 billion investment will result in significant economic and quality-of-life benefits, including:

- 146 million fewer hours stuck in traffic per year,
- 237 million gallons of fuel saved per year, and
- A 3:1 return on investment, with net economic benefits over \$8 billion.

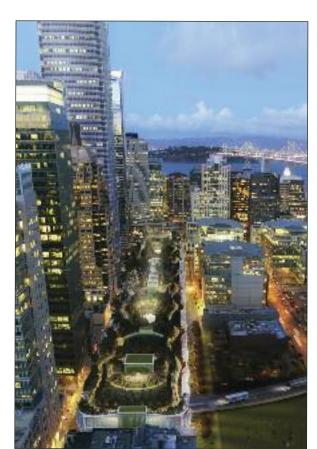


Map of California High-Speed Rail system courtesy of the California High-Speed Rail Authority

# Seeding the Next Generation of Transit Projects

The June 2013 scheduled adoption of Plan Bay Area — the region's long-range transportation plan — will include agreement about the next generation of projects to seek federal funding through the highly competitive New and Small Starts programs. Consistent with Resolution 3434 — the Bay Area's 2006 agreement on regional transit capital expansion priorities — MTC endorses two major rail investments for the next round of funds:

- San Francisco Transbay Transit Center (Phase 2)/Caltrain Downtown Extension (DTX)
- BART Silicon Valley (Phase 2)



The five-level Transit Center will serve both bus and rail and will include a 5.4 acre rooftop park.

# San Francisco Transbay Transit Center (Phase 2)/DTX

The second phase of the Transbay Transit Center Project, commonly referred to as the Downtown Extension or DTX, will modify the existing Caltrain station at Fourth and King streets, and extend the Caltrain rail line downtown into the new Transit Center near the heart of the Financial District, giving more commuters easy access to public transit.

The underground rail line is slated to run beneath Second Street and is being designed to accommodate high-speed rail and rail connections to the East Bay, making the new Transit Center the future hub for high-speed rail in Northern California.



The DTX will extend Caltrain 1.3 miles, providing a direct connection to downtown San Francisco.



BART will connect with future high-speed rail at the planned Diridon Station in San Jose (computer rendering).

## **BART Silicon Valley: Phase 2 Extension**

With the FFGA secured for the first phase of BART Silicon Valley, VTA is moving into the environmental phase for the Phase 2 extension from Berryessa to Santa Clara and anticipates submitting an FFGA request later this year for the \$4 billion project. The six-mile extension includes five miles of tunnel and four stations (Alum Rock, Downtown San Jose, Diridon Station and Santa Clara).

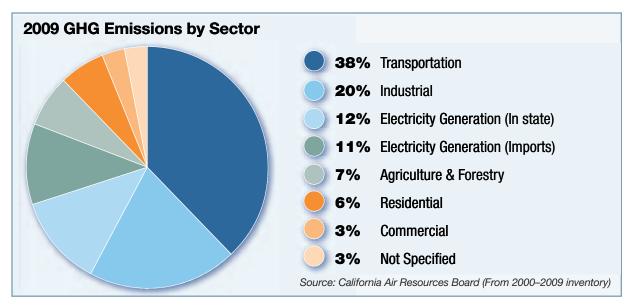
Once completed, the entire 16-mile BART Silicon Valley Extension will create a new transit option serving downtown San Jose, San Jose State University, HP Pavilion, Santa Clara University, major employment and shopping centers and other cultural destinations. It also will extend far beyond Silicon Valley, connecting not only to the rest of VTA's bus and light-rail system, but also to Caltrain, Altamont Commuter Express, Capitol Corridor and Amtrak, and ultimately, high-speed rail at San Jose's Diridon Station.

Plan Bay Area Funding Plans (Dollar amounts in millions)						
	Previously Committed	New Starts	Other Funding	Total	New Starts Share	
Transbay Transit Center Phase 2 — Caltrain Downtown Extension	\$639	\$650	\$1,307	\$2,596	25%	
BART to San Jose/ Santa Clara Phase 2	\$1,504	\$1,100	\$1,358	\$3,962	28%	

Note: The funding plan above reflects the assumptions in the draft Plan Bay Area and is in year-of-expenditure dollars. "Other" refers to a variety of local, state and federal funds that would be committed to the project.

# Plan Bay Area: The Region's First Sustainable Communities Strategy

Plan Bay Area is the region's first sustainable communities strategy — a type of regional transportation plan that incorporates greenhouse gas reduction targets as a result of Senate Bill 375 (Steinberg, 2008). As part of the three-year development of this plan, MTC and the Association of Bay Area Governments (ABAG) adopted other regional targets, including measures focused on travel patterns and the condition of the transportation system, as well as nontraditional measures such as impact on the regional economy, open space, public health and household budgets.



California has focused its climate change efforts on reducing greenhouse gas emissions from transportation since this sector contributes far more than any other single source.

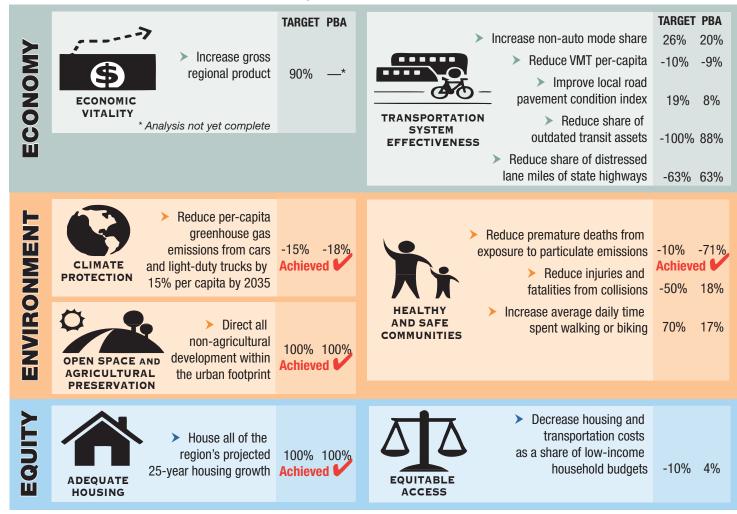


Plan Bay Area achieves the crucial greenhouse gas target through a more efficient land use pattern, key transportation investments across the region, and climate initiatives such as accelerated electric vehicle deployment. It also achieves the housing

target to absorb all new housing needed over the next three decades within the region's already-developed areas.

However, more work lies ahead to meet the performance targets for roadway safety, low-income affordability, and state of good repair, even though the draft plan allocates substantial funds to address these critical issues.

## Plan Bay Area (PBA) Performance Targets



Note: Targets show percentage change sought from today's baseline.

Taken together, the Plan Bay Area targets provided a framework that allowed a better understanding of how different projects and policies might affect the region's future. Once the targets were clearly identified, the next step for Plan Bay Area was the development of different scenarios — combinations of land use patterns and transportation investments — to compare how they performed in relation to the targets. The draft Plan Bay Area to be published in late March is the result of this iterative process and represents the best possible outcome relative to the various targets.



19

Transportation alternatives include on- and off-road pedestrian and bicycle facilities.

## Draft Plan Bay Area At a Glance

#### **Land Use Pattern**

### **Jobs-Housing Connection Strategy**

Focuses 80 percent of new housing and 66 percent of new jobs in Priority Development Areas, resulting in reduced greenhouse gas (GHG) emissions, limited growth outside of the core of the region, and preservation of natural resources and open space.



# Transportation Network

## **Transportation Investment Strategy**

Devotes nearly 90 percent of funding to operate and maintain the region's existing transportation network. Directs remaining funding to next-generation transit projects and other high-performing projects aimed at supporting focused growth and reducing GHG emissions.



# Project Performance Assessment Helped Identify Best Projects

Over 1,000 projects submitted for inclusion in Plan Bay Area were evaluated against the performance targets, resulting in the following key findings:

- Improving existing assets usually is more cost-effective than building capital-intensive expansions.
- Projects serving the urban core and areas of focused growth often were quite cost-effective.
- Projects at the edge of the region showed adverse impacts on the targets, due to their potential to encourage longdistance travel.

As a result of this project-level assessment, high-performing projects — including some brand-new proposals — were prioritized for regional funding, while 42 low-performing projects were required to make a compelling case for why they should be included in the plan. Eight of these projects were able to make this case on the basis of six allowable criteria. The remaining 24 projects were either withdrawn by the project sponsor, re-scoped or fully funded with local funds — thus conserving scarce regional discretionary dollars only for the most worthwhile projects.





Caltrain electrification (top), improvements to BART's core system (middle) and operational improvements to freeways (bottom) all performed well in the target analysis.



Proposed renovation of 390 Main Street, atrium interior

# From Integrated Planning to Integrated Agencies: New Headquarters in San Francisco

On Earth Day 2010, MTC joined forces with three other high-profile regional agencies to launch One Bay Area, an initiative to build a more livable, sustainable Bay Area in the face of unrelenting population and traffic growth, economic uncertainties and serious environmental challenges.

Our partners are the Association of Bay Area Governments (ABAG), the Bay Area Air Quality Management District (Air District), and the Bay Conservation and Development Commission (BCDC).

Recognizing that, collectively, we all have a critical role to play in shaping the Bay Area's future, MTC, ABAG and the Air District are taking this collaboration to a new level through co-location in a single headquarters building located at 390 Main Street in San Francisco. The move is scheduled for late 2014.

## Bay Area Regional Prosperity Plan

Funded in 2011 with a \$5 million grant from the U.S. Department of Housing and Urban Development, the Bay Area is undertaking the first-ever Regional Prosperity Plan. The plan has three principal components:

- Economic Opportunities Strategy: Develop a regional strategy to expand economic opportunity for low- and moderate-income workers; \$1.1 million to fund six to eight pilot projects.
- Housing the Workforce Initiative: Provide tools and resources to encourage housing production and preservation in transit-served areas; \$1.2 million to fund 12-18 pilot projects.
- Equity Initiative: Integrate equity principles into the development of the plan; \$750,000 to fund 8-12 pilot projects.

The project is led by MTC and ABAG, with assistance from a number of working groups formed to help ensure the project keeps its feet firmly on the ground and is informed by the expertise and perspective of labor and business groups, nonprofit and public organizations in the housing field, and nonprofit organizations representing the region's disadvantaged communities.

21

# A Community Celebration Planned for New Bay Bridge East Span Opening

The opening of the new Bay Bridge East Span on Labor Day weekend 2013 is just months away. A series of civic events are being planned to mark the advent of a new architectural and engineering icon and the end of a decades-long effort to deliver seismic safety to the region's transportation network following the 1989 Loma Prieta earthquake.



Plans for an opening celebration include a public bridge walk.

The major structural challenges of the project are complete, with the load transfer of the bridge deck from its temporary supports to the main cable accomplished in fall 2012. The remainder of the work includes wrapping the main cable, paving, striping, painting, and installing and testing the mechanical, electrical and plumbing systems.

The opening celebration will emphasize the bridge's world-class design, and final achievement of seismic safety on all seven state-owned bridges in the Bay Area.





# Seismic Retrofit of Dumbarton and Antioch Bridges Completed

In 2012, the Bay Area Toll Authority (BATA) oversaw completion of two other critical bridge retrofit projects — the Antioch bridge, serving the Bay Area's Delta region and a key connection between Contra Costa and Sacramento counties, and the Dumbarton Bridge, linking Alameda and San Mateo counties. Funded by a toll increase approved in 2009, construction began on both projects in 2010.

## **Antioch Bridge**

The Antioch Bridge retrofit was completed in April 2012 and included installation of seismic isolation bearings at each of the 41 piers, strengthening the central piers with steel cross-bracing between column bents, and installing steel casings at all columns located at the Sherman Island approach slab bridge.

## **Dumbarton Bridge**

Seismic retrofit of the Dumbarton Bridge was completed in January 2013 and consisted primarily of changes to the superstructure, installation of isolation bearings, and deck modifications. Two bridge closures were needed to expedite completion of the project, including a Labor Day closure to replace an existing expansion joint with a state-of-the-art seismic joint.



Retrofit of the 1.8 mile Antioch bridge, originally built in 1978, was completed in two years at a cost of \$70 million — on time and below budget.



23

Retrofit of the Dumbarton Bridge, originally built in 1982, was completed six months earlier than forecast and \$20 million under budget.

# Clipper® Goes Mainstream



31,400,573

Amount in dollars of Clippergenerated fare revenue collected in November 2012



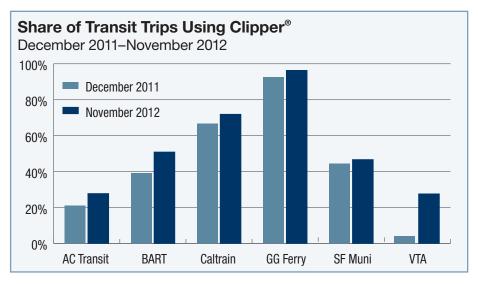
672,004 Average Weekday Clipper boardings on the region's various transit systems in November 2012



506 Number of retail locations selling Clipper cards, including MTC's transit-information kiosk at the Embarcadero BART/Muni station in downtown San Francisco

Clipper®, the Bay Area's all-in-one transit card launched by MTC in June 2010, continues to gain in popularity as the region's transit riders embrace its convenience. On any given day, nearly 700,000 transit fares are paid using Clipper as residents and visitors crisscross the region by transit.

Named for the fast, sleek clipper ships that expedited transportation to Gold Rush San Francisco in the 19th century, the Clipper card streamlines Bay Area transit by simplifying fare transactions. Commuters no longer need to carry correct change or buy multiple tickets for different transit systems. Passengers can purchase Clipper cards online or at over 500 retail locations, add value to their cards automatically from a bank account or credit card, and access automated online service 24/7.



In November 2012, 72 percent of Caltrain riders chose Clipper to pay their fares, while Clipper was the preferred payment method for 47 percent of San Francisco Municipal Transportation Agency riders and 51 percent of BART riders.

# The Bay Area's 511: Saving Time and Removing Uncertainty 24/7



2012 was another groundbreaking year for 511, marking the 10th anniversary of the Bay Area's award-winning traveler information system. In March 2012, the 511 Transit Trip Planner was released as a mobile app providing door-to-door transit trip-planning on-thego. The app includes information for 720 routes and more than 23,700 transit stops throughout the region. An interactive, dynamic map shows routes and stops along the way, as well as nearby stops and landmarks.

## Traffic Nightmare Averted on Event-Packed Weekend

Conditions were ripe for a traffic nightmare last October when the 2012 America's Cup World Series coincided with a San Francisco 49ers game, the ever-popular Fleet Week and the Hardly Strictly Bluegrass Festival. To help residents and visitors, 511 created the microsite shown at right to tell people where to watch events and how to get there by bus, train, bike, car or on foot. With all major media outlets steering viewers and readers to 511, web visits spiked 81 percent compared to average usage.

# **511 to the Rescue During BART Emergency**

commuters also relied heavily on 511 for help last
summer when a building under construction adjacent to
BART's West Oakland station caught fire, shutting down
the rail system's transbay service for most of the day. Daily
511 web usage increased by almost 400 percent compared to a
typical weekday, while calls were up 117 percent. MTC established
an Emergency Operations Center at its Oakland headquarters to
address the major disruption to regional travel, working with bus
and ferry operators to organize alternative service for the tens of
thousands of commuters stranded by the BART closure.



MTC created a dedicated 511 page (511.org/AmericasCup) to prevent a traffic nightmare.

#### ABOUT US

# Bay Area Partnership

The Bay Area Partnership is a coalition of the top staff of various regional transportation agencies and environmental protection agencies. The Partnership provides a forum for discussion of key transportation issues facing the region in order to improve the overall efficiency and operation of the Bay Area's transportation network.

#### **Transit Operators**

Alameda-Contra Costa Transit District (AC Transit) David J. Armijo 510.891.4753

Bay Area Rapid Transit District (BART)

Grace Crunican 510.464.6060

Bay Area Water Emergency Transit Authority Nina Rannells 415.291.3377

Central Contra Costa Transit Authority (County Connection) Rick Ramacier 925.680.2050

Eastern Contra Costa Transit Authority (Tri Delta) Jeanne Krieg 925.754.6622

Fairfield and Suisun Transit (FAST) Wayne Lewis 707.434.3804

Golden Gate Bridge, Highway & Transportation District
Denis J. Mulligan 415.923.2203

Livermore Amador Valley Transit Authority (WHEELS) Paul Matsuoka 925.455.7555

Marin Transit David Rzepinski 415.226.0864

San Francisco Municipal Transportation Agency (SFMTA) Edward D. Reiskin 415.701.4720

San Mateo County Transit District (SamTrans)/ Peninsula Corridor Joint Powers Board (Caltrain) Michael J. Scanlon 650.508.6221

Santa Clara Valley Transportation Authority (VTA)

Michael T. Burns 408.321.5559

Santa Rosa Transit Anita Winkler 707.543.3330

Solano County Transit (SolTrans) Mona Babauta 707.648.4047

Sonoma County Transit Bryan Albee 707.585.7516 Transbay Joint Powers Authority Maria Ayerdi-Kaplan 415.597.4620

Western Contra Costa Transit Authority Charles Anderson 510.724.3331

### **Airports and Seaports**

Port of Oakland Deborah Flint 510.627.1100

Livermore Municipal Airport Leander Hauri 925.960.8220

#### **Regional Agencies**

Association of Bay Area Governments Ezra Rapport 510.464.7927

Bay Area Air Quality Management District Jack P. Broadbent 415,749,5052

Metropolitan Transportation Commission Steve Heminger 510.817.5810

San Francisco Bay Conservation and Development Commission Larry Goldzband 415.352.3600

### **Congestion Management Agencies**

Alameda County Transportation Commission Arthur L. Dao 510.208.7402

Contra Costa Transportation Authority

Randell H. Iwasaki 925.256.4724

Transportation Authority of Marin

Dianne Steinhauser 415.226.0815

Napa County Transportation and Planning Agency Kate Miller 707.259.8634

San Francisco County Transportation Authority Maria Lombardo 415.522.4800

City/County Association of Governments of San Mateo County Sandy L. Wong 650.599.1406 Santa Clara Valley Transportation Authority (VTA)

John Ristow 408.321.5713

Solano Transportation Authority Daryl K. Halls 707.424.6007

Sonoma County Transportation Authority Suzanne Smith 707.565.5373

#### **Public Works Departments**

City of San Jose Hans Larsen 408.535.3850

County of Sonoma Susan Klassen/Tom O'Kane 707.565.3580

County of Alameda Daniel Woldesenbet 510.670.5456

City of San Mateo Larry A. Patterson 650.522.7303

#### State Agencies

California Air Resources Board James N. Goldstene 916.445.4383

California Highway Patrol, Golden Gate Division Teresa Becher 707.648.4180

California Transportation Commission

Andre Boutros 916.654.4245

Caltrans

Malcolm Dougherty 916.654.6130

Caltrans District 4 Bijan Sartipi 510.286.5900

#### **Federal Agencies**

Environmental Protection Agency, Region 9 Jared Blumenfeld 415.947.8702

Federal Highway Administration, California Division Vincent Mammano 916.498.5015

Federal Transit Administration, Region 9 Leslie T. Rogers 415.744.3133

# **Metropolitan Transportation Commission**

### **COMMISSIONERS**

Amy Rein Worth, Chair Cities of Contra Costa County

Dave Cortese, Vice Chair Santa Clara County

Alicia C. Aguirre
Cities of San Mateo County

Tom Azumbrado

U.S. Department of Housing and Urban Development

**Tom Bates**Cities of Alameda County

David Campos
City and County of San Francisco

Bill Dodd

Napa County and Cities

**Dorene M. Giacopini**U.S. Department of Transportation

Federal D. Glover Contra Costa County

Scott Haggerty Alameda County

Anne W. Halsted

San Francisco Bay Conservation and Development Commission

Steve Kinsey

Marin County and Cities

Sam Liccardo

San Jose Mayor's Appointee

Mark Luce

Association of Bay Area Governments

Jake Mackenzie
Sonoma County and Cities

Joe Pirzynski
Cities of Santa Clara County

Jean Quan

Oakland Mayor's Appointee

Bijan Sartipi
State Business, Transportation and
Housing Agency

James P. Spering
Solano County and Cities

Adrienne J. Tissier
San Mateo County

Scott Wiener

San Francisco Mayor's Appointee

#### MTC STAFF

Steve Heminger
Executive Director

Ann Flemer

Deputy Executive Director, Policy

Andrew B. Fremier

Deputy Executive Director, Operations

Randy Rentschler

Director, Legislation and Public Affairs

# Acknowledgments

## **Project Staff**

#### **Authors**

Rebecca Long, Randy Rentschler

#### **Editorial Staff**

Karin Betts, Georgia Lambert

#### **Graphic Design and Production**

Michele Stone

#### **Map Design**

Peter Beeler

#### **Printer**

Dakota Press, San Leandro

### **Photo Credits**

Photo credits are left to right and top to bottom

#### Front & Back Covers

San Francisco-Oakland Bay Bridge New East Span, views from the tower — Tom Paiva

#### **Inside front cover**

Presidio Parkway/Doyle Drive Seismic Retrofit – Karl Nielsen

#### Title page

Presidio Parkway/Doyle Drive Seismic Retrofit collage — (two images) Karl Nielsen

- **Page 5** Port of Oakland Peter Beeler
- **Page 6** President Obama's 2012 Inaugural speech <sup>©</sup>Justin Sullivan/Getty Images; Potholes Karl Nielsen
- **Page 7** Passengers boarding BART train Karl Nielsen
- **Page 11** Fuel dispenser <sup>®</sup>Jason Todd, Getty Images
- **Page 12** Berryessa Station construction Noah Berger
- Page 13 Exterior Union Square Station (computer rendering) courtesy of SFMTA;

  Van Ness Avenue BRT (computer rendering) courtesy of SFMTA; AC Transit

  BRT (computer rendering) courtesy of FMG Architects
- **Page 14** Governor Jerry Brown at press conference courtesy of the CHSRA

- Page 15 California High-Speed Rail Train (computer rendering) — NC3D, courtesy of CHSRA; Map of California High-Speed Rail — courtesy of CHSRA
- Page 16 Aerial view of Transbay Terminal (computer rendering) courtesy of CHSRA;
  Map of Caltrain downtown
  extension courtesy of SFMTA
- **Page 17** Future BART entrance at Diridon Station (computer rendering) courtesy of VTA
- **Page 19** Safe Routes to School Noah Berger
- Page 20 Caltrain Karl Nielsen; BART platform– MTC Archives; Metering light –Noah Berger
- **Page 21** Atrium interior of 390 Main (computer rendering) Perkins + Will Architects
- Page 22 Aerial view of Bay Bridge corridor (computer rendering) Courtesy of Caltrans; New East Span rendering of public access walk (computer rendering) Courtesy of Caltrans
- Page 23 Collage: New East Span computer rendering (Caltrans) and Iron Workers ©Joe Blum;
  Antioch Bridge Caltrans; Dumbarton Bridge Retrofit Construction Caltrans
- **Page 24** Clipper® images MTC Archives
- **Page 25** 511 iPhone and web images MTC Archives

#### Inside back cover

Construction of the Oakland Airport Connector — Noah Berger

